

**MAG  
Park and Ride Study**

**Programming**

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***Final Report***

**January 2001**

prepared for:

Maricopa Association of  
Governments  
Phoenix, Arizona

prepared by:

HLB Decision Economics, Inc.  
2233 Watt Avenue, Suite 300  
Sacramento, CA 95825

# PARK AND RIDE LOT PHASE I IMPLEMENTATION PROGRAM

## Implementation Plan

Following development of site-level cost estimates and designation of implementation priorities for the first ten sites, an implementation program – that is, an activity expenditure schedule based on available funding – was recommended to guide development of the first ten sites during the period 2001 through 2006. The implementation program was developed in three steps, namely:

1. Define project costs for each of the ten sites for each of four activity phases: (a) land acquisition, b) pre-design (environmental clearance and permits), (c) design; and (d) construction.
2. Define available funding by (a) source, (b) timing, and (c) applicability to one or more specifies site(s) and/or activity phase(s).
3. Schedule outlays for specific site activities in order of site priority, subject to (a) staying within annual limitations in available funding, (b) maximizing completed work in any given year, (c) completing the program by the end of 2006, and (d) completing the program within the overall six-year funding limit.

Project costs were developed by the consultant team and MAG. Specifically, INCA Engineers prepared capital cost estimates, while land acquisition cost estimates were prepared by Loper and Associates. Environmental, pre-design and design costs estimates were prepared by INCA Engineers and modified in discussions with MAG staff.

Funding sources considered for the park-and-ride lot program, mirroring those included in the MAG 2001-05 TIP, were:

- Federal – Congestion Mitigation and Air Quality Improvement Program (CMAQ)  
FTA Section 5307 Program
- State – ADOT HURF Discretionary Funds
- Local – Local HURF Distributions  
Other Local Funds

Estimates of available funding drew first on comparable figures in the 2001-05 TIP. These forecasts were then modified and updated to reflect current conditions through discussions with state and local officials. In general, all federal funds were assumed to be matched by local (non-federal) funds in the proportion of 80% federal to 20% local as a means to fairly distribute the funding to regional municipalities instead of having some municipalities pay higher percentages than others. In several cases, specific funding amounts were earmarked for specific sites, or even for specific activities (phases) within a given site's program. These earmarked were reflected in the Step 3 calculations.

In the final step, a test implementation schedule was initially defined and then modified repeatedly in an iterative fashion until an overall development sequence meeting all requirements was obtained. Project costs, originally calculated in terms of 2000 prices, were escalated at a three percent annual rate in order to make them consistent with the estimates of available funding. At the conclusion of this task, the entire \$46.2 million Phase I program for ten sites was scheduled.

The following details and clarifications also apply to the figures presented in Table 1:

- Available funding in FY 2004 includes only \$6 million from ADOT and not the full \$8 million programmed in that year in the MAG 2001-05 TIP. ADOT will seek opportunities to add back \$2 million in funding in a future update to the TIP.
- Costs for land/parking capacity in excess of the amounts/quantities identified in the program are to be the responsibility of the local agency sponsoring the park-and-ride lot in question.
- The small negative closing balance of \$15,000 at the end of the 2006 will be made up by early completion of some lots, thereby reducing the impact of inflation.
- Lots funded entirely with CMAQ and/or state funds, but not using any FTA Section 5307 funds, will be developed using the FHWA process. Lots with any funding from the Section 5307 formula grant program will be implemented using the FTA process.

## **Local Jurisdiction Commitment**

A key component of the implementation plan is the commitment of the local jurisdictions to provide the local match for the project as well as taking responsibility for operations and maintenance of the lot(s). In November 2000, MAG requested letters of sponsorship from jurisdictions that had recommended target areas and sites within their boundaries.

Sponsorship letters were received from Chandler, Gilbert, Glendale, Goodyear, Mesa, Phoenix, Scottsdale, Surprise and Tempe. The City of Peoria, while expressing interest in a future lot, was unable to make a specific commitment at this time. The City of Avondale expressed support for the lot in adjacent Goodyear while not committing funds to that lot. All of the lots recommended for programming and addition to the MAG Long Range Transportation Plan were sponsored by the affected local jurisdictions.

Copies of the sponsorship letters can be found at the end of this report.

## **Implications Of Use Of Federal Funds To Acquire Right-Of-Way**

Use of federal funding requires that grantees and end-users adhere to an extensive body of regulation on how and under what circumstances that funding can be drawn. Use of federal funds for right-of-way (land) acquisition is a particularly sensitive and complex area, particularly if land acquisition is contemplated to be well in advance of actual construction, as the federal

government does not wish to become (or be perceived to have become) an agent for excessive or otherwise inappropriate condemnation of private property. Thus, use of federal funds for land acquisition, or even for construction of a project where property has been acquired with funds from a non-federal source, must be handled with careful attention to detail in order to minimize the risk of incurring delay or even of losing the federal contribution itself.

Conversations with FTA officials in Washington and San Francisco, and with officials at the RPTA in Phoenix, suggest that the characteristics of the proposed Phase I implementation program are such that risk of schedule delay or funding shortfall arising from the use of federal funds can be adequately managed. In particular, the program schedule now calls for no more than a one-year interval between land acquisition and onset of construction for nine out of ten sites, while the interval for the tenth site is no more than two years. Additionally, it is anticipated that all sites will be acquired through negotiated, market transactions, and not through condemnation. Thus, with careful attention to procedure, the Phase I part-and-ride program should encounter few if any obstacles deriving from the use of federal funds.



**Table 1. Financial Program**

Site/Sources/Uses	Total 2001-2006	2001	2002	2003	2004	2005	2006
<b>SOURCES OF FUNDS</b>							
<b>Federal</b>							
CMAQ	\$9,429,500	\$943,000	\$943,000	\$1,414,500	\$3,300,000	\$2,829,000	\$0
5307	\$13,220,000	\$400,000	\$3,200,000	\$3,200,000	\$3,620,000	\$2,800,000	\$0
Subtotal	\$22,649,500	\$1,343,000	\$4,143,000	\$4,614,500	\$6,920,000	\$5,629,000	\$0
<b>State</b>							
ADOT	\$14,310,000	\$2,310,000	\$0	\$0	\$6,000,000	\$3,000,000	\$3,000,000
Subtotal	\$14,310,000	\$2,310,000	\$0	\$0	\$6,000,000	\$3,000,000	\$3,000,000
<b>Local</b>							
HURF	\$399,500	\$0	\$0	\$28,500	\$200,000	\$171,000	\$0
Other	\$8,840,375	\$913,250	\$1,035,750	\$1,125,125	\$3,030,000	\$1,986,250	\$750,000
Subtotal	\$9,239,875	\$913,250	\$1,035,750	\$1,153,625	\$3,230,000	\$2,157,250	\$750,000
<b>Total</b>	<b>\$46,199,375</b>	<b>\$4,566,250</b>	<b>\$5,178,750</b>	<b>\$5,768,125</b>	<b>\$16,150,000</b>	<b>\$10,786,250</b>	<b>\$3,750,000</b>
<b>USES OF FUNDS</b>							
<b>1. Target Area 30 - MESA - Site 30.1</b>							
Land (CMAQ)	\$525,000	\$525,000	\$0	\$0	\$0	\$0	\$0
Pre-Design (CMAQ)	\$75,000	\$75,000	\$0	\$0	\$0	\$0	\$0
Design (CMAQ)	\$243,000	\$243,000	\$0	\$0	\$0	\$0	\$0
Construction (5307)	\$2,430,000	\$0	\$2,430,000	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$3,273,000</b>	<b>\$843,000</b>	<b>\$2,430,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>2. Target Area 12/13 - GLENDALE - Site 13.2</b>							
Land (5307)	\$3,225,000	\$0	\$0	\$3,225,000	\$0	\$0	\$0
Pre-Design (CMAQ)	\$75,000	\$75,000	\$0	\$0	\$0	\$0	\$0
Design (CMAQ)	\$243,000	\$0	\$243,000	\$0	\$0	\$0	\$0
Construction (STATE)	\$2,430,000	\$0	\$0	\$0	\$2,430,000	\$0	\$0
<b>Total</b>	<b>\$5,973,000</b>	<b>\$75,000</b>	<b>\$243,000</b>	<b>\$3,225,000</b>	<b>\$2,430,000</b>	<b>\$0</b>	<b>\$0</b>
<b>3. Target Area 4 or 5 - PHOENIX - Site 5.5</b>							
Land (5307)	\$1,750,000	\$0	\$1,750,000	\$0	\$0	\$0	\$0
Pre-Design (CMAQ)	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0
Design (CMAQ)	\$213,000	\$0	\$213,000	\$0	\$0	\$0	\$0
Construction (5307)	\$2,130,000	\$0	\$0	\$0	\$2,130,000	\$0	\$0
<b>Total</b>	<b>\$4,243,000</b>	<b>\$150,000</b>	<b>\$1,963,000</b>	<b>\$0</b>	<b>\$2,130,000</b>	<b>\$0</b>	<b>\$0</b>
<b>4. Target Area 29 - GILBERT - Site 29.4</b>							
Land (CMAQ)	\$1,220,000	\$0	\$0	\$1,220,000	\$0	\$0	\$0
Pre-Design (CMAQ)	\$75,000	\$75,000	\$0	\$0	\$0	\$0	\$0
Design (CMAQ)	\$213,000	\$0	\$213,000	\$0	\$0	\$0	\$0
Construction (STATE)	\$2,130,000	\$0	\$0	\$0	\$2,130,000	\$0	\$0
<b>Total</b>	<b>\$3,638,000</b>	<b>\$75,000</b>	<b>\$213,000</b>	<b>\$1,220,000</b>	<b>\$2,130,000</b>	<b>\$0</b>	<b>\$0</b>
<b>5. Target Area 14/27 - PHOENIX - Site 14.3</b>							
Land (STATE)	\$2,310,000	\$2,310,000	\$0	\$0	\$0	\$0	\$0
Pre-Design (CMAQ)	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$0
Design (CMAQ)	\$243,000	\$0	\$0	\$243,000	\$0	\$0	\$0
Construction (STATE+\$577,500 additional local)	\$2,430,000	\$0	\$0	\$0	\$2,430,000	\$0	\$0
<b>Total</b>	<b>\$5,133,000</b>	<b>\$2,310,000</b>	<b>\$150,000</b>	<b>\$243,000</b>	<b>\$2,430,000</b>	<b>\$0</b>	<b>\$0</b>
<b>6. Target Area 15/16 - SCOTTSDALE - Site 16.2</b>							
Land (CMAQ)	\$2,225,000	\$0	\$0	\$0	\$2,225,000	\$0	\$0
Pre-Design (CMAQ)	\$150,000	\$0	\$0	\$150,000	\$0	\$0	\$0
Design (CMAQ)	\$243,000	\$0	\$0	\$0	\$243,000	\$0	\$0
Construction (5307)	\$2,430,000	\$0	\$0	\$0	\$0	\$2,430,000	\$0
<b>Total</b>	<b>\$5,048,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$2,468,000</b>	<b>\$2,430,000</b>	<b>\$0</b>
<b>7. Target Area 18 - TEMPE - Site 18.1</b>							
Land (CMAQ)	\$395,000	\$0	\$0	\$0	\$395,000	\$0	\$0
Pre-Design (CMAQ)	\$150,000	\$0	\$0	\$150,000	\$0	\$0	\$0
Design (CMAQ)	\$243,000	\$0	\$0	\$0	\$243,000	\$0	\$0
Construction (CMAQ)	\$2,430,000	\$0	\$0	\$0	\$0	\$2,430,000	\$0
<b>Total</b>	<b>\$3,218,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$638,000</b>	<b>\$2,430,000</b>	<b>\$0</b>
<b>8. Target Area 7 - PHOENIX - Site 7.1 (Decked)</b>							
Land (Lease)	\$0	N/A	N/A	N/A	N/A	N/A	N/A
Pre-Design (5307)	\$150,000	\$0	\$0	\$150,000	\$0	\$0	\$0
Design (CMAQ)	\$273,000	\$0	\$0	\$0	\$273,000	\$0	\$0
Construction (5307)	\$2,730,000	\$0	\$0	\$0	\$0	\$2,730,000	\$0
<b>Total</b>	<b>\$3,153,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$273,000</b>	<b>\$2,730,000</b>	<b>\$0</b>
<b>9. Target Area 23/24 - MESA - Site 23.2</b>							
Land (CMAQ)	\$750,000	\$0	\$0	\$0	\$0	\$750,000	\$0
Pre-Design (CMAQ)	\$150,000	\$0	\$0	\$0	\$150,000	\$0	\$0
Design (STATE)	\$243,000	\$0	\$0	\$0	\$0	\$243,000	\$0
Construction (STATE)	\$2,430,000	\$0	\$0	\$0	\$0	\$0	\$2,430,000
<b>Total</b>	<b>\$3,573,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$993,000</b>	<b>\$2,430,000</b>
<b>10. Target Area 2 - GOODYEAR - Site 2.4</b>							
Land (STATE)	\$1,520,000	\$0	\$0	\$0	\$0	\$1,520,000	\$0
Pre-Design (CMAQ)	\$150,000	\$0	\$0	\$0	\$150,000	\$0	\$0
Design (STATE)	\$213,000	\$0	\$0	\$0	\$0	\$213,000	\$0
Construction (STATE)	\$2,130,000	\$0	\$0	\$0	\$0	\$0	\$2,130,000
<b>Total</b>	<b>\$4,013,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$1,733,000</b>	<b>\$2,130,000</b>
<b>TOTAL USES OF FUNDS (Real)</b>	<b>\$41,265,000</b>	<b>\$3,453,000</b>	<b>\$4,999,000</b>	<b>\$5,138,000</b>	<b>\$12,799,000</b>	<b>\$10,316,000</b>	<b>\$4,560,000</b>
<b>TOTAL USES OF FUNDS (Nominal)</b>	<b>\$46,214,498</b>	<b>\$3,487,290</b>	<b>\$5,303,439</b>	<b>\$5,614,431</b>	<b>\$14,405,387</b>	<b>\$11,959,071</b>	<b>\$5,444,878</b>
<b>CASHFLOW</b>							
<b>Opening Balance</b>		\$0	\$1,078,960	\$954,271	\$1,107,965	\$2,852,577	\$1,679,756
<b>New Funding</b>		\$4,566,250	\$5,178,750	\$5,768,125	\$16,150,000	\$10,786,250	\$3,750,000
<b>Current Expenditures</b>		\$3,487,290	\$5,303,439	\$5,614,431	\$14,405,387	\$11,959,071	\$5,444,878
<b>Closing Balance</b>		<b>\$1,078,960</b>	<b>\$954,271</b>	<b>\$1,107,965</b>	<b>\$2,852,577</b>	<b>\$1,679,756</b>	<b>(\$15,123)</b>

Note: The funding above includes only \$6 million in FY 2004 from ADOT, and not the full \$8 million in that year as currently programmed in the MAG 2001-2005 TIP.

ADOT will seek opportunities to add back \$2 million in funding in a future update to the TIP. Inflation is projected to be 3% per year and is reflected in the "(Nominal)"

All funding sources assume 20% local match. Any additional costs for additional land/added parking stalls in excess of the amounts/quantities identified in the program responsibility of the local agency sponsoring the park-and-ride. The negative closing balance shown at the end of the CASHFLOW analysis is expected to be reduced by completion of phases of some park-and-rides, thereby reducing costs for inflation. Lots funded entirely with CMAQ and/or STATE funds, but not using any 5307 transit funds are expected to follow the FHWA process. Lots with any phase(s) funded with 5307 transit funds are expected to follow the FTA process.



## **LOCAL JURISDICTION COMMITMENT LETTERS**

- Avondale (in support of lot in Goodyear)
- Chandler
- Gilbert
- Glendale
- Goodyear
- Mesa
- Peoria (declining to support lot at this time)
- Phoenix
- Scottsdale
- Surprise
- Tempe





**CITY OF AVONDALE**  
**CITY MANAGER'S OFFICE**

525 NORTH CENTRAL AVE.

AVONDALE, ARIZONA 85323  
web address: [www.avondale.org](http://www.avondale.org)

PHONE: (623) 932-2400  
FAX: (623) 932-2205

December 7, 2000

Eric Anderson  
Transportation Manager  
Maricopa Association of Governments  
302 North First Avenue, Suite 300  
Phoenix, AZ 85003

Post-it® Fax Note	7671	Date	12/7/00	# of pages	1
To	ERIC ANDERSON	From	LEE SAN MIGUEL		
Co./Dept.	MAG	Co.	CITY OF AVONDALE		
Phone #	602 254 6300	Phone #	623 932 2400		
Fax #	602 254 6400	Fax #	623 932 2205		

Dear Mr. Anderson:

The City of Avondale is heartened by the recommendation from Maricopa Association of Governments' Park & Ride Site Selection Committee to include the west valley in its list of top ten priorities. We support the City of Goodyear's site at I-10 and Litchfield Park Road, because it will provide a regional benefit to the residents in the west valley.

Respectfully,

Scott Schrader  
City Manager



**Chandler • Arizona**  
*Where Values Make The Difference*

DEC 07 2000

December 4, 2000

Mr. Eric Anderson  
Transportation Manager  
Maricopa Association of Governments  
302 N. First Avenue, Suite 300  
Phoenix, AZ 85003

Dear Mr. Anderson:

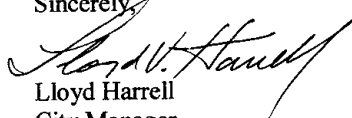
This letter is to confirm the City of Chandler's interest in sponsoring a commuter park and ride lot in our municipality.

We are currently in the process of preparing the City's Fiscal Year 2001-2006 Capital Improvements Program (CIP) and have included matching funds for design and construction of a new park & ride facility along the Loop-202 corridor. Pending Council approval of the CIP, matching funds for design, right-of-way acquisition, and construction of the park and ride will be programmed for fiscal years 2004-2006.

The City of Chandler will also be updating its Transit Plan in the coming year. The need for a park & ride and potential location will be further evaluated as part of that process. City staff will continue to work with MAG in the annual programming process to coordinate funding for the park & ride project.

If you have any questions, please contact me at (480) 782-2210.

Sincerely,

  
Lloyd Harrell  
City Manager

**Public Works Department  
Transit Services**

Telephone (480) 782-3440  
Fax (480) 782-3355

Mailing Address:  
Mail Stop 312  
PO Box 4008  
Chandler, Arizona 85224-4008

Location:  
254 East Burton Street  
Chandler, Arizona 85225

**PROGRAM NAME****LOOP-101/202 COMMUTER PARK & RIDE (NEW)****DRAFT****PROGRAM #****2ST240****PRIORITY****DESIRED****PROJECT DESCRIPTION / NECESSITY**

In 2000, MAG initiated work on regional park & ride study. The purpose of the study was to identify sites around the greater Phoenix metropolitan area where commuter park & rides could be located. The park & rides would serve both express bus service and carpool use. Three target areas have been identified in Chandler in the vicinity of the Santan (Loop 202) Freeway or Price (Loop 101) Freeway. The park and ride lot will be located near one of the express bus routes into downtown Phoenix.

Currently Chandler has two express bus routes into downtown Phoenix each weekday, route 540 and 541. These routes start and terminate in downtown Chandler. The most strategic location for a regional park and ride lot would be along the Santan Freeway between downtown and the Price Freeway, or in the vicinity of the Santan/Price interchange.

The site selection and environmental assessment will be conducted in FY 2003-04. Funds for design of a commuter park & ride in the vicinity of the Loop-101 or Loop 202 are programmed for FY 2004-05. Right-of-way acquisition (4-acres) for the park & ride lot is programmed for FY 2004-05. Funds for construction of the 400 space park & ride lot are programmed for FY 2005-06.

Federal CMAQ funds would be used for development of the park & ride lot.

**PROGRAM BUDGET**

CC	Category	Line Item Description	2001-02	2002-03	2003-04	2004-05	2005-06	TOTAL
3310	Study	SITE SELECTION/ENVIRONMENTAL ASSESSMENT	0	0	100,000	0	0	100,000
3310	Design	PREPARE PLANS, SPECIFICATIONS & ESTIMATES	0	0	0	250,000	0	250,000
3310	Land Acquisition	4 ACRES	0	0	0	1,135,000	0	1,135,000
3310	Construction	400 SPACE PARK & RIDE LOT WITH AMENITIES	0	0	0	0	1,800,000	1,800,000
3310	Construction Mgmt	PARK & RIDE	0	0	0	0	180,000	180,000
3310	Contingency	PARK & RIDE	0	0	0	0	180,000	180,000
<b>TOTAL:</b>			<b>0</b>	<b>0</b>	<b>100,000</b>	<b>1,385,000</b>	<b>2,160,000</b>	<b>3,645,000</b>

**FUNDING SOURCE(S)**

Funding Source	Fund	Cost Ctr	2001-02	2002-03	2003-04	2004-05	2005-06	Total
ADOT Grant (HB2565)	217	3310	0	0	5,300	0	0	5,300
CMAQ Federal Grant	217	3310	0	0	94,700	1,311,000	2,045,500	3,451,200
General Obligation Bonds-Streets (Pro	410	3310	0	0	0	74,000	114,500	188,500
<b>TOTAL - ALL LINE ITEMS</b>			<b>0</b>	<b>0</b>	<b>100,000</b>	<b>1,385,000</b>	<b>2,160,000</b>	<b>3,645,000</b>

**IMPACT ON OPERATING BUDGET**

(O&M is based on MAG Park and Ride Study data at \$100 per space for 400 spaces; FY05/06 cost is inflated at 3.5% per year.)

	2001-02	2002-03	2003-04	2004-05	2005-06
<b>Personnel</b>	\$0	\$0	\$0	\$0	\$0
<b>Other</b>	\$0	\$0	\$0	\$0	\$47,500
<b>Total Operation and Maintenance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$47,500</b>

**ADDITIONAL COMMENTS**

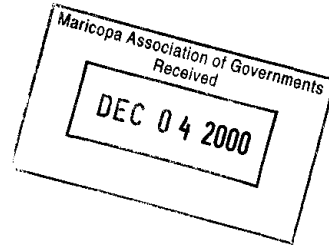
ESTIMATES PER MAG STUDY. CMAQ WILL FUND 94.7% OF THE PROJECT. 5.3% IS LOCAL SHARE.

REGIONAL PARK & RIDE RIGHT-OF-WAY COSTS ASSUME \$6.50/SQ. FT. PER COC REAL ESTATE DEPT.

**DRAFT**



Town of Gilbert, Arizona  
A Community of Excellence  
Municipal Center  
1025 South Gilbert Road  
Gilbert, Arizona 85296



December 1, 2000

Eric Anderson  
Transportation Manager  
Maricopa Association of Governments  
302 North First Avenue, Suite 300  
Phoenix, AZ 85003

Dear Mr. Anderson:

This letter is to confirm our intention to sponsor a park and ride lot. We will provide the required matching capital costs for the new park and ride facility, and will work with MAG in the annual programming process to complete this requirement.

We will also take responsibility for operations and maintenance of the new park and ride facility, including all associated costs. Additionally, we will continue to ensure that essential transit services to the new park and ride facility are provided.

If you have any questions, please call Tami Ryall at (480) 503-6765.

Sincerely,

Kent L. Cooper, Town Manager  
Town of Gilbert



December 7, 2000

Mr. Eric Anderson  
Transportation Manager  
Maricopa Association of Governments  
302 North First Avenue, Suite 300  
Phoenix, AZ 85003

Dear Mr. Anderson:

This letter is to confirm our intention to sponsor park and ride lots in our municipality. We will provide the required matching capital costs for the new park and ride facilities and will work with MAG in the annual programming process to complete this requirement.

We will also take responsibility for operations and maintenance of the new park and ride facilities, including all associated costs.

Additionally, we will seek to ensure that essential transit services to the new park and ride facilities are provided.

If you have any questions, please contact our Transportation Director, James Book, at 623-930-2940.

Sincerely,

Mr. Tim Ernster, Deputy City Manager  
City of Glendale

cc:

Dr. Martin Vanacour, City Manager  
Mr. Ed Beasley, Assistant City Manager  
Mr. James A. Book, Transportation Director

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December 7, 2000

Eric Anderson  
Transportation Manager  
Maricopa Association of Governments  
302 North First Avenue, Suite 300  
Phoenix, AZ 85003

Dear Mr. Anderson:

This letter is to confirm our intention to sponsor a park and ride lot in the City of Goodyear at I-10 and Litchfield Road.

We will provide the required matching capital costs for the new park and ride facility and will work with MAG in the annual programming process to complete this requirement.

We will also take responsibility for operations and maintenance of the new park and ride facility, including all associated costs.

Additionally, we will seek to ensure that essential transit services to the new park and ride facility are provided.

If you have any questions, please contact Christine McMurdy in our Public Works Department at (623) 882-7506 or [cmcmurdy@ci.goodyear.az.us](mailto:cmcmurdy@ci.goodyear.az.us). Thank you.

Sincerely,

CITY OF GOODYEAR

Stephen S. Cleveland  
City Manager

cc: Mayor and Council  
Larry Price, Finance Director  
Cato Esquivel, Public Works Director  
Chris McMurdy, Public Works Administrative Assistant

THE CITY OF GOODYEAR

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119 North Litchfield Road • Goodyear, Arizona 85338



Office of the City Manager

December 1, 2000

MR. ERIC ANDERSON  
Transportation Manager  
Maricopa Association of Governments  
302 North First Avenue  
Suite 300  
Phoenix, AZ 85003

Dear Mr. Anderson,

This letter is to confirm the City of Mesa's intention to sponsor park and ride lots in our municipality.

The City of Mesa will provide the required matching capital costs for the new park and ride facilities, and will work with MAG in the annual programming process to complete this requirement.

The City will also take responsibility for operation and maintenance of the new park and ride facilities.

Additionally, express services currently serve one of the Mesa locations and a second route can be rerouted to serve the second Mesa site. The City will continue to work through its local budget process in order to develop additional express routes as appropriate.

If you have any questions, please call Jim Wright, Transit Administrator at 480-644-3010.

Sincerely,

MICHAEL T. HUTCHINSON  
City Manager

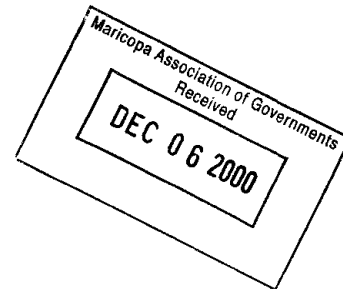
20 East Main Street Suite 750  
P.O. Box 1466  
Mesa Arizona 85211-1466  
480.644.3333 Tel  
480.644.2175 Fax





Transportation Division

December 5, 2000



Mr. Chris Voigt  
Senior Engineer  
Maricopa Association of Governments  
302 North First Avenue  
Suite 300  
Phoenix, AZ 85003

Dear Chris,

Please find enclosed the City of Mesa's sponsorship letter for the MAG park and ride program.

The letter, signed by Mesa's City Manager, indicates the City's willingness to participate financially in the development of park and lots within the City of Mesa.

If you should have any questions, please call me at 480 644 3010

Best regards,

Jim Wright  
Transit Administrator

Enc.

320 East Sixth Street  
P.O. Box 1466  
Mesa Arizona 85211-1466  
480.644.2160 Tel  
480.644.3130 Fax







## City of Peoria

### City Manager's Office

8401 West Monroe Street, Peoria, Arizona 85345  
Phone: 623-773-7300 Fax: 623-773-7309



December 11, 2000

Eric Anderson  
Transportation Manager  
Maricopa Association of Governments  
302 North First Avenue, Suite 300  
Phoenix, Arizona 85003

Dear Eric:

In reference to your request for the City of Peoria to commit to sponsorship of a Park and Ride Facility at the location of 91<sup>st</sup> Avenue and Olive Avenue, I must regretfully inform you that the City cannot commit at this time. While the project is of merit, we are requesting that this project be deferred to FY07 in the TIP, at which time the City may be able to sponsor this project.

In addition, we would like to let you know that the site proposed by the MAG Consultant is considered unacceptable by the City because it is considered prime location for commercial development. The City is interested in looking at the SRP 230 KV easement, which runs east to west ¼ mile north of Northern Avenue for development of a project such as a park and ride lot.

If you should have any questions, please contact Walt Begley, Facilities & Fleet Management Superintendent, at (623) 773-7138.

Sincerely,

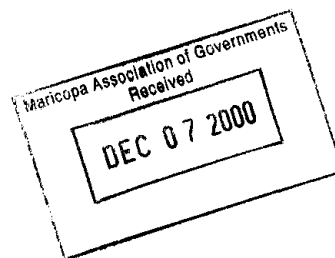
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Terrence L. Ellis  
City Manager



December 6, 2000

Mr. Eric Anderson  
Transportation Manager  
Maricopa Association of Governments  
302 North First Avenue, Suite 300  
Phoenix, AZ 85003



Dear Mr. Anderson:

This letter is to confirm our intent to sponsor the following park-and-ride lots in the City of Phoenix:

Priority	Target Area	Location
3	#5	I-10 near Chandler Blvd.
5	#27	SR 51 near Bell Road
8	#7	I-17 near Peoria Avenue
11	#4	I-10 near Elliot Road
17	#8	I-17 near Deer Valley Road

The City of Phoenix is committed to constructing park-and-ride facilities in Target Areas 5, 27, 7, and 4 as part of our Transit 2000 Bus Rapid Transit program which will be operational by mid-2003. Each of these park-and-ride facilities will be served by up to 40 bus rapid transit trips per day, as well as the potential for local service where applicable. We have already begun the planning process for each of these facilities, and plan to begin design and construction on each as soon as we can complete the site selection and environmental process. Although Target Area #4 is currently ranked 11<sup>th</sup> on the initial Priority Ranking (which pushes this facility into the long-term category), we plan to construct this facility as soon as possible as it is a critical component of our Bus Rapid Transit program. Any ability to move this facility into the short-term category would be helpful based on our Bus Rapid Transit implementation schedule.

The City of Phoenix will provide the required matching capital cost for the park-and-ride facilities listed in Target Areas 5, 27, 7, and 4, and will work with MAG in the annual programming process to complete this requirement. The City of Phoenix will also take responsibility for operations and maintenance of these four new park-and-ride facilities, including all associated costs.



302 North First Avenue, Suite 300, Phoenix, Arizona 85003-2671 FAX: 602-495-2002

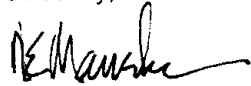
Printed on demand

Mr. Eric Anderson  
December 6, 2000  
Page 2

Additionally, although the City does not currently have funding in place for a facility in Target Area #8, we have long-term plans to expand our Bus Rapid Transit service into this area and build a park-and-ride facility in this target area location. We are confident that in the long-term, the City will be able to provide the local match for a facility in Target Area #8.

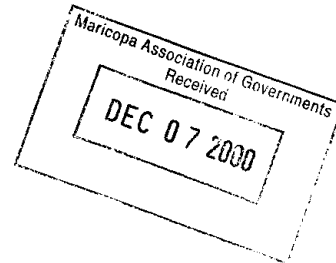
If you have any questions, please contact Reed Caldwell at 262-7584, or e-mail at: [rcaldwell@ci.phoenix.az.us](mailto:rcaldwell@ci.phoenix.az.us).

Sincerely,

A handwritten signature in black ink, appearing to read "Neal Manske", with a stylized flourish at the end.

Neal Manske  
Public Transit Director

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December 5, 2000

Eric Anderson, Transportation Manager  
Maricopa Association of Governments  
302 N. 1<sup>st</sup> Avenue, Suite 300  
Phoenix, AZ 85003

Dear Mr. Anderson:

This letter will confirm the intention of the City of Scottsdale to sponsor two park and ride lots in our municipality.

Scottsdale will provide the required matching capital costs for both new park and ride facilities and will work with MAG in the annual programming process to complete this requirement. Scottsdale will also take responsibility for operations and maintenance of the new park and ride lots, including all associated costs. Scottsdale will also provide essential transit services to the new park and ride facilities.

Scottsdale will work with the Regional Public Transportation Authority and the City of Phoenix to determine the actual site of each park and ride lot.

If you have any questions, please feel free to call me at (480) 312-2422 or Debra Astin, Scottsdale Transit Planner at (480) 312-2526.

Sincerely,

Janet M. Dolan  
Scottsdale City Manager

Cc: David Ellison, Assistant City Manager  
John Little, Transportation General Manager  
Michelle Korf, Transportation Planning Director



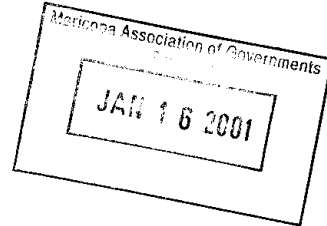
THE CITY OF SURPRISE, ARIZONA

ENGINEERING DEPARTMENT

12425 WEST BELL ROAD  
SUITE D-100  
SURPRISE, AZ 85374  
OFFICE (623) 583-6025 - FAX (623) 583-0721  
WEBSITE: [www.surpriseaz.com](http://www.surpriseaz.com)

January 10, 2001

Eric Anderson  
Transportation Manager  
MARICOPA ASSOCIATION OF GOVERNMENTS  
302 North First Avenue, Suite 300  
Phoenix, Az 85003



**RE: PARK AND RIDE FACILITY**

Dear Mr. Anderson:

This letter is to confirm our intention to sponsor a park and ride lot or park and ride lots in our municipality.

We will provide the required matching capital costs for the new park and ride facility/facilities and will work with MAG in the annual programming process to complete this requirement.

We will also take responsibility for the operation and the maintenance of the new park and ride facility/facilities, including all associated costs.

Additionally, we will seek to ensure that essential transit services to the new park and ride facility/facilities are provided.

If you have any questions, you can reach me, Al DeShazo, at (623) 583-6025.

*E.M. DeShazo*  
E.M. "Al" DeShazo  
Assistant City Manager – Field Services  
City of Surprise

emd/rmr

c: Chrono  
File

City of Tempe  
P. O. Box 5002  
Tempe, AZ 85280  
[www.tempe.gov](http://www.tempe.gov)



December 7, 2000

Eric Anderson  
Transportation Manager  
Maricopa Association of Governments  
302 N. First Ave.  
Phoenix, AZ 85003

Dear Mr. Anderson:

This letter is to confirm our intention to sponsor a park-and-ride lot at Loop 101 between Apache Blvd. And Broadway Rd., and to request that the site be included as a near-term priority for TIP programming.

A 6-acre ADOT-owned parcel adjacent to Loop 101 has been identified as a park-and-ride site that would serve express bus service as well as the LRT station planned on Apache Blvd. east of Loop 101. That station is near the eastern terminus of the initial phase of the LRT line and demand for parking in this location is expected to be extremely high. In other U.S. cities served by LRT systems, demand for parking near the terminus of the LRT line often far exceeds supply.

The park and ride site is also an important part of our Apache Boulevard Redevelopment Plan. Neighborhoods and businesses in the redevelopment area are concerned about the parking demand that the LRT will generate and are supportive of the park-and-ride facility to maximize off-street parking availability.

The Tempe City Council has committed funds to the LRT project, which includes the park-and-ride lot in its scope, but the budget for project is fiscally constrained and assumes regional funding in addition to federal and local sources.

We hope the Loop 101/Apache Blvd. park-and-ride site will be identified as a near-term funding priority, given its potential for very high demand and utilization in comparison with other sites under consideration. If you need additional information, please contact our Transit staff at 480-350-2739.

Sincerely,

A handwritten signature in black ink, appearing to read 'John W. Greco', written over a horizontal line.

John W. Greco  
Interim City Manager

City of Tempe  
P. O. Box 5002  
Tempe, AZ 85280  
[www.tempe.gov](http://www.tempe.gov)



Public Works Department  
Transportation Division

December 11, 2000

Eric Anderson  
Transportation Manager  
Maricopa Association of Governments  
Phoenix, AZ 85003

Dear Mr. Anderson:

This letter is to follow up on the Dec. 7, 2000 sponsorship verification letter from the Tempe City Manager regarding the park-and-ride site on Loop 101 near Apache Boulevard. In addition to the points made in that letter regarding the expected high utilization of this site given its location adjacent to a freeway and a planned LRT station, I would like to emphasize that the site has significant potential for joint use. The citizens' committee drafting the Apache Boulevard Redevelopment Plan, in which the site is located, has identified the vacant and underutilized land adjacent to the park-and-ride site and the LRT station as a mixed-use activity area to be planned and developed based on transit-oriented design. Also, the park-and-ride site is adjacent to a multi-use bicycle/pedestrian path that is to be built along the Tempe Canal and U.P.R.R. tracks by the developer of the new apartment complex to the east of the site. The path will connect with the Loop 101 frontage road (Price Rd.) at the south end of the park-and-ride site.

I know these are important considerations in the park-and-ride site selection study and wanted you to be aware of them as the prioritization of funding is determined. If you need any further information, please contact me at 480-350-2739.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carlos de Leon'.

Carlos de Leon  
Assistant Transit Manager